

PENSACOLA: A LOGICAL POINT FOR MANUFACTURE OF IRON AND STEEL

By A. M. Stillman.

Pensacola bears a similar economic relation to the manufacture of iron and steel that Gary, Indiana, does; for the reason that Pensacola has like advantages to those possessed by Gary; and the factors that have made Gary a manufacturing center for iron and steel will do the same for Pensacola, if her advantages are properly advertised.

The first factor in the upbuilding of Gary is its location on the southern shore of Lake Michigan, giving it cheap water transportation for the iron ore of northern Wisconsin; a distance of about six hundred miles. Coal is brought from southern Illinois by rail, a distance of about one hundred miles. Pensacola, like Gary, is located on water, and has water transportation for the iron ore of Cuba; and like Gary, must bring its coal by rail; but when the contemplated waterways improvements are accomplished, Pensacola will have water transportation for its coal also. As in the manufacture of iron and steel, but one ton of coal or coke is required to melt two tons of iron ore, it is necessary to have the cheaper water transportation for the heavier of the two, i.e., iron ore.

In order for Pensacola to have the same combination of advantages that Gary has, it would not be sufficient for Pensacola to have water transportation for coal and rail transportation for iron ore, in which case the analogy would fall. In this comparison, the longer haul of iron ore from Cuba, and of coal from the Alabama mines is offset by the advantage of utilizing foreign iron ore. There was imported into the United States during the year ending December 31, 1910, from Cuba, one million four hundred and fifty-one thousand and ninety-six tons of iron ore. The writer is informed that Cuban iron ore is used at Bethlehem, Pennsylvania, by the Bethlehem Steel Corporation, the ore being shipped to Philadelphia, there transhipped to barges and towed about eighty miles up the Delaware river to Bethlehem. How much easier it would be to load full cargoes in Cuba and discharge at steel works located at deep water on the shores of Pensacola Bay. Limestone enters in a less degree into the manufacture of steel. One third as much limestone as coke is used, and one sixth as much limestone as iron ore. The island of Jamaica is of limestone formation, and would be available for use at Pensacola if no near

deposits are discovered in the interior.

Point of Advantage. It is said that Gary, Indiana, is the most advantageous point in the United States for the manufacture of iron and steel, and the reason that Gary is a better point for this purpose than Birmingham, Ala., Birmingham having all the elements necessary for the manufacture of iron and steel in proximity to each other, and the reason that the United States Steel Corporation is investing one hundred million dollars at Gary rather than at Birmingham is that after the iron and steel is manufactured at Gary, it is then at probably a better point for distribution to the domestic trade than any other point in the United States; the same reason, in fact, that has made Chicago the great city that it is.

And to prove that the advantages possessed by Pensacola are the same as those possessed by Gary, it is necessary to show that Pensacola is also a good distributing point for the manufactured iron and steel, for this is the crux of the problem, and is the reason that manufacturers import two tons of iron ore to be manufactured at a good distributing point rather than

to export one ton of coal to be used at the iron mines, the mines not possessing this advantage of location.

Foreign iron ore has for some time been used in the United States, and these imports are increasing at a very rapid rate. The amount imported in 1908 was seven hundred and seventy-six thousand eight hundred and ninety-eight tons, and for 1910 was two million five hundred and ninety-one thousand and thirty-one tons, and the imports from Cuba have increased from less than six hundred thousand tons in 1908 to nearly one million and a half tons in 1910. While this country has immense beds of iron ore, they are held by large corporations that are anxious to conserve them, as the deposits are not inexhaustible with consumption about thirty million tons per annum.

While the cost of coal at Norfolk and Mobile is less than at Pensacola, the writer is informed that Pensacola is nearer the coal fields of Alabama than Norfolk is to the coal fields of Virginia, and if handled on an equally large scale, could probably be laid down at Pensacola as cheaply as at that port, and being about eight hundred miles nearer Cuba, would give this port an advantage over Norfolk in a shorter haul of Cuban iron ore, and of the finished product when shipped to southern ports.

A Further Reduction. The contemplated canals, when completed, will doubtless further reduce the cost of coal laid down at Pensacola, making this port pre-eminently the best location for such a plant, and increasing her importance as a distributing center.

While Mobile would have a slight advantage over this port in the cost of coal transported by water, our superior harbor and its easier accessibility and abundance of room for the location of such a plant on high ground with deep water would more than offset this.

For these reasons the writer is impressed by the growing importance of seaports in relation to the manufacture of iron and steel, and of all ports, none in his opinion has as many advantages for this purpose as Pensacola.

In the opinion of the writer, the following news item points the way to Pensacola's future greatness:

"The Missouri, Kansas and Texas Railway has bought 14,000 tons of rails, 6,000 to be rolled at Chicago, and 8,000 tons at a seaboard plant for delivery at Gulfport."

This means that 8,000 tons of rails were ordered at a seaboard plant, because from there the rails could be delivered for a part of the line at its full terminus, cheaper than from any other plant. The writer knows of no steel plant at the seaboard south of Baltimore. Any railroad having a terminus at the seaboard would rather have a part of its rails and other iron and steel delivered at such a terminus than at any other point, and for delivery at ports on the South Atlantic and Gulf, Pensacola has no superior as a point of distribution, which being true, it has been proven that Pensacola has like advantages as a point for the manufacture of iron and steel to those possessed by Gary, Indiana, and while these advantages may not be in the same degree, they are enough to make Pensacola a center for the manufacture of iron and steel. Pensacola's proximity to the coal fields of Alabama and the iron mines of Cuba makes her an ideal point for this industry. The iron and steel trade of the South Atlantic and Gulf ports belongs naturally to Pensacola. It is her heritage, with which

she has been endowed by nature, by virtue of the advantages above referred to, her geographical position, and her grand harbor.

The exports of manufactures of iron and steel from the United States increase rapidly, being for the year 1910 over two hundred million dollars in value, and some day will doubtless be several times this amount, and as it is obvious that a steel plant located at the seaboard would have the advantage in this trade as a distributing point over any plant not so situated, it is evident that Pensacola has an advantage over most of the points in the United States at which steel plants are located.

Pensacola has always felt that she possessed some points of superiority over other cities, and when asked on what she based her assumption, has referred to her fine harbor, and while present indications seem to show that some large railroad lines are seeking an outlet to the gulf at Pensacola, the writer believes that Pensacola's greatest point of superiority over other localities lies in her advantages as a point for the manufacture of iron and steel.

The Honorable Senator Sagebrush

(Continued from Page Fourteen)

Blount sat rocking gently in his pivot chair, fighting once more with the soul nausea which was threatening to overwhelm him.

So Vice President McVickar had deceived him after all, and he was merely a fence put up to screen the chicanery and trickery which were going on just the same as before. More, the vice president hadn't let him stultify himself in a thousand ways. All his brave talk about openness and fair dealing would be set down as mere dust throwing to conceal the workings of a corrupt and criminal machine, grinding away in the background.

And his father—how did he figure in this despicable business? Had he plotted with McVickar to bring his own son to shame merely because that son had refused to be a tool in the hands of the great machine? It was grossly incredible, and yet—Evan Blount remembered that thus far his father had said no word opposing the course he had taken. Could it be possible that a father could become so much the boss as to forget the common ties of kindred?

Blount's mind—but more than his mind, his heart—went groping out in vain reachings for a confidant and an adviser. There was no one to whom he could turn, no one whose conscience was not seared and distorted in the fires of political partisanship. No one, did he say? Yes; there was one. Patricia would know and understand. He must find her and tell her. But in the interval—

He got up and shut his desk with a slam. The stenographer heard and came to the door of the anteroom, notebook and pencil in hand. "Anything to give me before you go away, Mr. Blount?" he asked.

"No," said Blount almost savagely. Then he reconsidered. "Yes, there is. You may take a message to Mr. McVickar. Are you ready?"

The stenographer nodded. "All right; take this:

"Pending another interview with you, I shall close my office in Temple court and confine myself strictly to the routine legal business of the company. In the meantime my resignation is in your hands if you wish to appoint a new division counsel."

"Write that out and send it at once," he said to the clerk. "I shall be at the hotel if you want to reach me between now and closing time."

(Continued next Wednesday)

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